to the public domestic sectors subject to observance of the guidelines issued in this regard.

(b) Air Taxi Operators are not required to submit their profit/loss accounts to the Ministry of Civil Aviation. During 1992-93, Air India has earned a profit of Rs. 333.14 crores and Indian Airlines has shown a loss of Rs. 195.11 crores.

(c) It is reported that certain categories of employees of air taxi operators are better paid than those in the national carriers.

(d) No, Sir. Pay scales of the employee of Air Taxi Operators cannot be taken as the benchmark for revision of emoluments of the employees of Indian Airlines/ Air India. Pay and Allowances of the employees of Air India and Indian Airlines have evolved gradually over a period of time as a result of negotiated settlements/awards. A National Industrial Tribunal has been set up to examine and give its award on :

(a) Question of parity in wages etc. between employees of Indian Airlines and Air India.

(b) Question of relativity of wages within the organisation itself.

(c) Classification of employees into workmen and non-workmen categories.

(d) Fixation of wages and allowances and working conditions for all categories of employees in Indian Airlines and Air India for a period of 5 years w.e.f. 1-9-1990.

Decline in Arrival of Tourists in Punjab and J&K

34. SHRI IQBAL SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there has been any decline in the tourists arrivals in Punjab and Jammu and Kashmir ;

(b) if so, the details thereof and the reasons therefor ; and

(c) the losses suffered on that account ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) As per the information available from the State Governments, there has not been any decline in tourist arrivals in Punjab during the last few years and upto June, 1993. However, in the case of J&K, there has been a substantial decline in tourist arrivals in Kashmir Valley since 1989 due to disturbed conditions in that State. The tourist arrivals since 1989 are as given below :

Year	Tourist Arrivals
1989	5,57,977
1990	10,722
1991	6,287
1992	10,324
1993 (Upto July)	3,957

The total yearly loss suffered by the tourism trade on account of the decline in traffic in Kashmir Valley is roughly estimated to be Rs. 500 crores.

Master Plan for Tourism Sector in the Country

35. SHRI IQBAL SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have formulated a master plan for the development of tourism sector in the country ; and

(b) if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) The National Action plan for the development of tourism presented in the Parliament on 5th May, 1992, envisages an increase in the share of India,

in the world tourism from the present level of 0.4 per cent to 1% within the next five years. It is proposed to be achieved through diversification of tourism product, improvement of tourist facilities and infrastructure and integrated development of identified circuits and special tourism areas. The total investment requirement has not been indicated in the Action Plan.

Revenue Earned by International Airports

36. SHRI GOPALSINGH G. SOLANKI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the annual profits and revenue earned by the six International Airports at Bombay, Calcutta, Delhi, Madras, Ahmedabad and Thirli Anantpuram during the period from 1st January, 1991 to 31st December, 1992 airport-wise and month-wise;

(b) if so, what are the figures of airport income on account of runway landing clarges airport entry tickets, airport contractors' fees, monthly rents and ground rents; and

(c) the airport which is more profitable and what is its income per day from every aspect?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) The information is being collected and will be laid on the Table of the House.

37. [*Transferred to 14th December,* 1993]

Permission to Indian Private Airlines to operate on International routes

38. SHRI MOHAMMED AFZAL alias MEEM AFZAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Jet Air, a private Airline, is working with a foreign Airline on the basis of 40 per cent—60 per cent equity share without the formal permission of Government;

(b) if so, whether it is going to affect Air India and Indian Airlines indrectly; and

(c) if not, whether Government would consider to permit Indian Private Airlines to operate on International Routes, so that they may also bring foreign exchange into the country?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) M/s Jet Airways had proposed that they may be owned by Tail Winds Ltd. a company incorporation in the Isle of Man in which two foreign airlines would hold equity share upto 40% and the balance would be held by NRI. The investment proposal has been approved by the Government.

(b) Air India and Indian Airlines will have to face competition.

(c) Under the existing guidelines, Air Taxi operations are limited to domestic sectors only.

Proposal for purchasing new Air-crafts by IA and AI

39. SHRI MOHAMMED AFZAL alias MEEM AFZAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air India and Indian Airlines propose to purchase new Aircraft in the near future;

(b) if so, what are the details thereof; and

(c) if not, the manner in which the Indian Airlines propose to equip itself to compete with the increasing private Airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Air India has already placed orders for purchase of four Boeing 747-400 aircraft, out of which, two have